

PLEA FOR N. Y. PORT IS SENT BROADCAST TO U. S. BY RADIO

Chief Engineer Cresson Tells
Nation of Local Harbor's
Vital Importance.

SCHENECTADY, N. Y., May 31.—"The people of the United States must remember that what hurts New York hurts the whole country," said B. F. Cresson Jr., Chief Engineer of the Port of New York Authority, in an address last night by radio from the General Electric Company's WGY station, the most powerful broadcasting plant in the country.

Mr. Cresson is largely responsible for the plans now under way for the development of the port. He maintained there was no more valuable asset to the people of the United States than New York Harbor, and charged that "insidious propaganda against New York has been circulated freely by rival ports and rival sections of the country."

WGY is frequently heard on the Pacific Coast and it is believed that Mr. Cresson had an audience in at least twenty States.

"There is no one within the range of my voice who is outside of the range of the influence of New York," Mr. Cresson declared.

"You who are hundreds of miles away have a right to ask why the Port of New York is of concern to you. We are all of us so concentrated in matters concerning ourselves that we are likely to lose the broader perspective and we fail to realize that there is no more valuable asset to the people of the whole United States than New York and its port."

"In the first place, through the Port of New York there passes half of the foreign commerce of the United States. Anything that is done to promote, hasten and cheapen the passage of this commerce will be reflected in increased returns and prosperity throughout the country."

"In the second place, the New York market fixes the price of commodities throughout a large part of the country. Whatever is done to reduce the costs of distribution of products within and through the district will tend to reduce costs throughout the country."

"And third, New York is an excellent customer of the farmers and growers of the United States for produce for its own consumption."

"These are reasons why the Port of New York's development should be followed and stimulated by all of the people."

"The cry has gone far and wide that New York Harbor has reached the limit of its capacity. This is far from true. There are hundreds of miles of undeveloped waterfront within the port district ready for facilities to handle additional commerce."

MINEOLA PILOT BLASTS TARGET AT 3,000 YARDS.

Lieut. Bertrand gives Spectacular Exhibition of Marksmanship on 25-Ft. Dummy Boat.

Lieut. Victor E. Bertrand of the Army Aviation Corps gave a remarkable exhibition of marksmanship while flying at a height of 3,000 feet in the aero contest at Mitchell Field, Mineola, yesterday. A miniature warship, built of wood and covered with canvas, 25 feet long and 25 feet wide, named "Rock and Rye," was the target.

Lieut. Bertrand went up in a machine piloted by Lieut. L. V. Bean. He fired two bombs while 2,500 feet in the air and missed the "Rock and Rye" by 100 feet. He went up another 500 feet and fired five bombs. The first three hit the miniature warship squarely and it went up in flames. Lieut. Bertrand had to contend with a brisk wind while hurling the bombs and fired them an eighth of a mile from a vertical line over the "Rock and Rye."

In the ten-mile relay race, each contestant using two planes and going from the first to the second plane in a wheelbarrow, was won by Lieut. F. C. Flaherty. Another ten-mile race was won by Capt. I. S. Baker.

Why the Business Man Is Tired And Every One Near Him Tired Too

Pictured as Mannerless Bore by Caustic
Woman Author of Book on Good Manners.

This is a story for the Tired Business Man. Or rather, we are going to hold up to him a mirror wherein he may see himself as others have seen him. Therefore, you, wife of the T. B. M., read also—and see if he is not pictured correctly.

This photograph of the Tired Business Man has been flash-lighted around words by Margaret Emerson Bailey, in her new book, "The Value of Good Manners."

"Let us imagine ourselves for one day, saving time on manners," writes the authoress. "Not in our usual haphazard fashion, here and there, and hampered by misgivings, but ruthlessly, in every way we can, with system and with thoroughness."

Then, because he is restive and of the jump, she pictures the business man first.

"For him, in the early morning, there are no traffic laws," she writes. "His is the right of passage and possession. If there is not yet a small supply of hot water, it is his for shaving or for the warm tub. Dressed, moreover, and at last downstairs, how expect him to say good morning to the children when, as he comes into the breakfast room, he is confronted with the prospect of late breakfast."

"Late told by bleak and empty plates."

"The milkman is late," explains his wife. But she does not free herself of the responsibility. "Again," he asks abruptly.

"Well, he cannot wait; he will do without his breakfast; but as he starts off with a fine pretense of haste, the eggs and coffee are brought in. He sits down hurriedly and before his wife is seated. Nor can he serve the dishes that are placed before him, nor help her in attending to the children, who, in their turn, must be packed off to school. Indeed, he must help himself before them. It does not matter if they are a little late. There is milk bought from yesterday for his coffee and his oatmeal. Then, with the fast gulp and with an air of self-importance, he takes out his watch. What? Five minutes' leeway, after all. He mends the morning paper and erects it before him as a barricade—an effective wall against all irrelevant young questions or the queries of his wife, who, before he pockets the whole sheet and makes off with it to town, would like at least

to know the headlines of the news. Swiftly his allotted time expires. He must eat and run. If he dawdles and looks leisurely his wife will make suggestions of some errands which she would like him to perform in town. He must be off. Where if he overcoat? Where is his paper? Where are the letters that he left so carefully upon the desk? He does wish the children would learn not to meddle. A perfunctory kiss and he is gone."

Then the writer carries us with the Business Man to the office—past the acquaintance to whom he casually nods for fear he may stop and carry on a useless conversation—on to the street car, where he crowds past those still looking for their nickels, into the car where there is but one seat in the corner, a little small to be sure, but easily wedged into.

"His satisfaction gives way for a moment," humorously writes Mrs. Bailey. "Not because the woman whom he has 'beat to it,' is standing in the aisle or hanging on a strap, but because he meets the eye of an acquaintance fixed on him with a sharp look of understanding. No matter. Any man would do the same."

Then he swings into the building, carefully avoiding the eyes of acquaintances who are likely to bore him with conversation. He gets into the elevator and since the car is not yet full, plants himself in the front so as to get out as quickly as possible.

"One man he sees with his hat held in his hand," continues the writer. "The courtesy provokes him. Women forfeited such superfluous marks of honor when they intruded in the business world. Do they expect the earth? To show what he feels concerning them, he pushes out before them. No sentimental bows and scrapes are to deter his exit."

Then comes the office—and the daily grind—and our Business Man is developing into the T. B. M.

"Swiftly and in silence, he hangs up his hat. Impatient of delay, he launches an attack upon the office boy, who has not finished straightening up his desk. A broadside is his salute."

"Why wasn't this done a good half hour ago? Do I ever fail to be here at 9.30?"

"The reports come volleying forth

so thick and fast that it is obvious no return fire is expected and the boy departs with the last shot ringing in his ears. 'You'd better learn to hustle if you want to keep your job.'"

Then comes a wrangle with the telephone operator and the girl who replies at the other end. After that a clerk approaches with a report to be O. K.'d.

"Put it down," he calls out sharply. His acknowledgment is intended as a rebuke."

And so on. His bookkeeper is called down. His stenographer is rapped into promptness.

Then the Tired Business Man goes home.

"As he enters the house and turns into the living room," writes Mrs. Bailey, "he runs upon the children."

"Where's your mother?" he calls out by way of greeting. Not a friendly word for them. He does not like effusion in a parent. That is his word for any kindness. It is detrimental to respect."

"Yet even when he finds his wife in her own room, which he enters without knocking, he shows no more solicitude or warmth. 'Dinner ready' is his first blunt question. Never 'How have things gone?' 'Everything all right?' or 'What's the news?' She would have every right to be surprised if he did anything so unusual as to bestow a kiss. For how expect a man, harassed by great responsibilities, driven from sunrise to dark, to keep her trivial affairs in mind or to express affection, which she should take for granted?"

And the hurried silent meal that ends for him before the family have finished their dessert. Why?

"Not that he may later take his wife to call on friends. Let her propose that and she will be asked if she is never sick of adding. Not to the play. It is sheer waste of time and money with seats at their present price. Not that he may have a long, comfortable evening spent at home. In all likelihood he himself is going out. There is a meeting at 8.30—a man he must see."

"I'll be late," he calls back after him. "Don't wait up for me." And without a query as to how his wife will spend her evening he is gone."

Shall we pull down the curtain here?

K. OF C. ASSAIL LEADERS.

DES MOINES, Ia., May 31.—Resignation of two officers of the national organization of the Knights of "Kolomois" Supreme Knight J. A. Flaherty of New Haven, Conn., and Supreme Advocate Joseph C. Pelletier of Boston, Mass., was demanded in a resolution passed by the Iowa Knights of Columbus at the closing session of their annual convention yesterday.

AUTOMOBILE NOTES

Rupert B. Bramwell, for the last fourteen years advertising manager of the Michelin Tire Company, died of pneumonia Thursday night at his home, No. 105 Lincoln Avenue, Highland Park, N. J. Mr. Bramwell was one of the most widely known advertising men in the United States. He was buried Monday.

Thirty miles a gallon was made on the sixth annual 360-mile cross-country economy run from Los Angeles to Camp Curry in the Yosemite by a stock Earl touring car, H. J. Wurzbarger, Earl distributor at Los Angeles, has reported. The run, which is a regular yearly test of endurance as well as economy, was held under the auspices of the A. A. A. The Earl, driven by H. K. Tardington, mechanical superintendent for Mr. Wurzbarger, not only won first place in its class, but also won first prize for all classes for the highest average ton mileage. Only twelve gallons of gas and one pint of oil were consumed in negotiating the 360-mile trail, which includes a climb over difficult roads to an elevation of 11,000 feet at the pass in the Yosemite Mountains.

The Ray Battery Company of Ypsilanti, Mich., announces the election of the following officers: Thomas H. Lavelle Jr., inventor of a Ray Battery Formula Plates used in Ray Batteries, re-elected president; M. M. Reed of the Ypsilanti Savings Bank, is Vice President; J. S. McDowell, Secretary, and A. M. Colegrove, Treasurer. E. R. Eastburn has been appointed Sales Manager. He was formerly with the Republic Rubber Company.

In the Los Angeles-Yosemite Economy Run a Ford led all cars with a factory list of less than \$500. The Ford made the run in twelve and one-half gallons of gasoline, one pint of oil and five pints of water.

According to the Investor and Trader automobile production, passenger and truck, broke all records in April, and according to present indications will set a new high mark in May. According to the Department of Commerce, Washington, 218,456 passenger cars and trucks were produced in the United States in April, compared to 162,996 in March, 121,998 in February and 90,887 in January, an increase of 140 per cent. in three months.

Long Island Sound ferry service has

been Greenwich and Oyster Bay, saving sixty miles driving, was resumed Saturday; a second boat will be put on next month.

The King "3" Touring Car, which has been selling at \$2,125, has been cut to \$1,795. A year ago the same car sold at \$2,550. The Fourseme has also been reduced from \$2,125 to \$1,795, and the era.

Roadster, formerly selling at \$2,140, is now cut to \$1,795. The Coupe is reduced from \$3,125 to \$2,400, and the Sedan from \$2,235 to \$2,550.

The American Automobile Association, with headquarters at No. 501 Fifth Avenue, New York, has compiled a manual for the use of motor car camp-

George Morrow, President of the Morrow Motors Corporation, No. 1761 Broadway, has placed his brother, William R. Morrow, in charge of the Brooklyn branch, No. 1619 Bedford Avenue.

Exports of American motor vehicles to Mexico consisting of 6,730 cars and 1,482 trucks, showed an increase in 1921 compared with the preceding year.

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Prices on United States Passenger Car Tires and Tubes, effective May 8th, are not subject to war-tax, the war-tax having been included.

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